CORRESPONDENCE BETWEEN THE HON, JOSEPH ERN UNION TELEGRAPH COMPANY.
MATOR'S OFFICE, CHICAGO, Dec. 17, 1872.

newspaper, sent by expression charges for the same weight as much as the or other mailable matter, for the same distance. It would be a national calmity to let the postal service fall into the hands of "private enterprises," i. c., Express companies, who would manage it with an eye single to stockholders' profit. We should then have as many rates of postage, and as exo we should then have as many rates of postage, and as exo we should then have as many rates of postage, and as exo we now have on express profit of the comparatively few persons who use the wires as a reason against taxing the many in order to refer to the comparatively few persons who use the wires as a reason against taxing the many in order to assume that, if the Government profit of the wires as a reason against taxing the many in order to assume that, if the Government would result, to be wires as a reason against taxing the many in order to assume that, if the Government would result, to be existing the out of the National Treasury. I think not. The increase of business would keep pace with reduction of charges, until exceedingly low rates were reached. Where one man will pay a dollar for a ten-word dispatch, ten men would pay a each a word for messages of all lengths, some of them containing perhaps a lumdred words. Few persons on account of the high tariff happened, But lower the price sufficiently, and the number of messages and words offered would be limited only by the capacity of the wires to transmit them. This is no random pixes work or mere opinion of mine, but is proven by experience in Great Britain, where a moderate decrease of toils outsed many when the Government of lundridge and the profit of the capacity of the wires to transmit them. This is no random prices which are contained to the profit of the capacity of the wires to transmit them, that is proven by experience in Great Britain, where a moderate of the capacity of the wires to transmit them, that is proven by experience in Great Britain, where a moderate of the capacity

You ask me if I have reflected carefully upon the control which our Government would have over the press in the event of its taking the telegraph. In my opinion it has nothing to apprehend. The press, of all agencies, is best able to take care of itself; any discrimination or favoritism would be sure to be seen, and a "howl" raised about it instanter. The opposition politicians would desire no better issue with which to go before the people. How long would a Postmaster General remain in office if found dealing harshly or unfairly with the press; Congressmen would enact the very cheapest possible rates to the press, in order to have the proceedings of Concress fully reported. The influence of the State Legislatures would be in the same direction for the same reason.

ballot-box stuffling.

I have written thus freely upon your invitation, and it is the first time I have ventured to put any thoughts on the subject upon paper. It is not strange that we should come to a diametrically opposite conclusion, and yet each be perfectly sincere in his views, when our respective stand-points of observation are considered. You remember how the slaveholders and abolitionists differed in their estimate of the "peculiar institution," but you and I will avoid their mistake, and not quarrel over our difference of opinion. It would give me great pleasure to canvass the merits of the question at issue with you some evening over a fragrant Havana. I much prefer the dialogue style of argament, and it is quite possible that a free exchange of views would result in a radical change of my notions on the subject, and in a conversion to your views. Yory truly yours,

EXECUTIVE OFFICE, WESTERN UNION?

EXECUTIVE OFFICE, WESTERN UNION?

HOB. JOSEPH MEDILL, Chicago, Ill.

My DEAR SIR: Your communication of Dec. 17, replying to mine of Nov. 6, reached the last week.

It is in the main one of the fairest, as it is the ablest of the statements made in favor of the assumption and operation of the telegraph by the Government that have come under my notice. A complete and fitting reply to all your points cannot be made within the limited time I am now able to devote to it, and I shall, therefore, content myself for the present with the consideration only of those which I deem most important.

The statement which I deem most important.

ing the objects for which our Government was established, and the best modes of accomplishing them. Those purposes are set forth in the preamble to the Constitution of the United States—"to form a more perfect union, establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the bleasings of liberty to ourselves and our posterity."

You seem to think that, in order to accomplish these, the Federal Government is to become a vast commercial enterprise; that one of its proper functions is to provide the people with whatever is deemed best for their welfare at the public expense, provided a larger supply can thus be furnished at a less cost per capita than would result if such supply depended upon privato capital managed by private enterprise. Perhaps your view is the correct one, but it differs widely from mine. I have supposed that the "blessings of liberty" were to be secured, and the "general welfare promoted," in the first instance, by the protection of everycitizen in person and property while in the pursuit of all lawful avocations. This protection the people collectively have guaranteed to each individual. Your scheme of government appears to be a grand Fourier phalanx—a sort of Oneida community on an immense scale—whose members are to receive—not the result of their separate skill and labor—but are to be beneficiaries in a pro-rata distribution of the net profits of the joint operations. It is not on this plan that the successes of the American people have been thus far achieved. While the paternal governments of the Old World have been extending with one hand their illusive been extending with one hand their illusive beenets, with the other they have been heading up burdens upon the people, until dett and taxation are fast ripening into universal discontent. Meanwhile the people of the United States have abolished "the peculiar institution" of which you speak, crushed the rebellion which slavery invoked, and in their private capacity, and almost

that its mission and purposes are the diffusion of thoughts, ideas and information among the people instantaneously."

I do not mean to deny that the instantaneous "diffusion of thoughts, ideas and information among the people" is a result greatly to be desired. It has not before occurred to me, however, that this is one of the functions of our Government. But if it be, are there not other provisions to be made first!

The real basis on which rests the claim that the telegraph should be put in charge of the Government, is, that it will cheapen the cost. But, before there can be much use for the telegraph, people must be able to read and write; and you will be surprised, I know, on referring to statistics, to find how many persons of mature years there are, even in some of the older States, who can do neither. What have these to do with the telegraph as a means of "instantaneous diffusion of thought and information!" Should not the powers of the Federal Department of Education be enlarged, so as to embrace the supervision of the educational systems of the several States before taking over the telegraph! Should not the Government printing-office also undertake the manufacture of spelling-books and New-England primers, so as to insure the provision, at the minimum of cost, of those prime necessities for intellectual and moral culture.

Many more persons need school books than would use

primers, so as to insure the provision, at the minimum of cost, of those prime necessities for intellectual and moral culture.

Many more persons need school books than would use the telegraph at any price. Why should not the manufacture of them be undertaken by the Government, and the present monopoly of the Harpers and Appletons, added and abetted by the laws conferring copyrights, be completely broken down. And when this has been done, why should not that other great feature of our educational system, that adjunct of the telegraph in the "diffusion of thoughts, ideas, and information among the people"—the newspaper—also be furnished by the Government. Within the last 16 years the extent of telegraph lines in the United States has been increased fourfold, and the average cost of messages reduced more than half, while the cost of school books and of newspapers has increased a hundred per cent.

If we admit that it is the duty of Governments to make provision for the education of the people, must we not admit also that there are other duties equally pressing which should be discharged first. Government clarify materially proceeds with: First, what is due to humanity; and secondly, what is due to the State. Should not provision be made for helpless infants, the indigent aged, the sick and destitute, the imbedie and infirm, before large expenditure is made of public money to cheapen so remote an incident of education as the telegraph.

You say, "How cheap the telegraph could be operated by the Government cannot be known until tried." And from this remark and others I infer that you consider it practicable to increase the volume of telegraphe ousiness indefinitely, without materially increasing the cost. In fact, this appears to be the common belief.

The this connection let me remark that 60 per cent of the expenses of the Western Union Company, during the last flexit year.

the public either do not coincide in your opinions concering "the oppression of private monopoly," or else they—"rather bear those ills we have than ily to others that welknow not of."

I do not think it probable that our people would consent to a transfer of the postal service to the Express Companies unless upon condition that the present rate of postage on letters and other mailable matter should not be increased, and that the faculities now provided should be in no wise diminished. But I apprehend, if the offer were made to the Express Companies to take charge of the postal service, and to perform it in as efficient manner as it is now conducted, for two-thirds the present rates, that the offer would be accepted; and that in view of saying the Treasury millions of annual deficit, and the public millions in postage, that the latter would overcome any sentimental attachment for Government officials, and acquiesce in the change.

I do remember the time to which you refer, "when the Government charged twenty-live cents postage on a letter." I also remember that the Express Companies provided stamps and undertook the transmission of letters on the same routes at lower rates, including, special delivery. The business grew so rapidly that it threatened to seriougly diminish the revenues of the Post-Office Department. Of course, the Government promptly interfered to check the growing evil. At the next session of Congress a bill was passed prohibiting, under stringent penalties, the carrying of mailable matter outside the mails, and at the same time, a reduction of postage was made to the uniform rate of tea cents, followed subsequently by inther reductions, to the rates which now private enterprises" in general, and to the Express Companies in particular.

So confident an I in the ability of private enterprise to compete successfully with official agencies in the performance of any service for the public requiring promptness, skill, and iddelity, that in case the Government should take the telegraph, and should est

ince at such rates of charge as a tshould see fit to impose. And, in that event, I should confidently expect the Government would ultimately become one of my best customers.

I will admit the truth of your statement, "that the consumption of whatever is desirable in aiways in proportion to its cost. Make a desirable thing cheap enough and there is no limit to the demand for it." But with this proviso: that in reducing the cost there is no deterioration of the quotify.

It is a peculiarity of Americans that they rarely grumble at the price of what is otherwise completely satisfactory. The competition of railroads has entirely broken up the business of carrying passengers on the canais, although the cost of traveling has been thereby largely increased. And in spite of what you deem the present exorbitant charges for railway travel, the Pullman palace cars are crowded everywhere with persons who cheerfully pay \$t a day, in addition to regular fare, for the sake of superior accommodations.

Your surprise at my statement "concerning the ill paying character of telegraph stock" is not greater than mine is at the low estimate you place upon the value of the Western Union Company's property, and your aliarion to its "watered shares." Such phrases may tickle the ear and stimulate the prejudices of the ignorability that men. The Westera Union Company is not on trial for an alleged undue or improper expansion of eapltal; and if it were, its stockholders are the only proper complainants. With such details the public at large have no concern. What is it to them whether a capital of forty millions represents that sum of east paid in or only four millions, and what difference does it make to the stockholders which sum is correct if they get no dividends at all.

During the seven years of my connection with the telegraph business, the value of telegraph lines and property in the United States has been increased by the covernment, and in many there could less except Canadh, the telegraph is soft of the state, and in the country

graph stock," which you appear to believe was the sum oricinally. "paid in each by the stockholders." But even if you were correct, how would the expediency of taking the telegraph, or the value of the proporty, or the rates to be charged for its use, be affected thereby! Suppose a farmer had planted twenty years ago a thousand fruit trees, at a cost of one dollar each, and had expended nothing on them since except to harvest the crop every year, would the fact of the small cost justify the demand of a purchaser that the trees should be sold at cost, or the fruit at a price which would be a fair interest on the cost of the trees!

The value of anything that is for sale is that sum which they will give for it who desire to buy. But in considering the expediency of having the telegraph in the United States operated by the Government, the question of the value of existing telegraph properties does not necessarily enter. We admit that the Government has the right to buy, and that the mode of ascertaining the price to be paid is fixed by law and agreement.

If it be true, as you state, that "the present telegraph system is practically a monopoly," does not this fact prove that your impressions concerning the profitableness of the business, and the trifling investment required to establish it, are erroneous! The stock and bonded connect New-York and Chicago, is nearly \$200,000,000.

The mere statement of this fact shows the difficulty of opening a competing railway route between those cities. But whether the cost of all the telegraph property in the United States is "10 per centum of the market price of the Western Union Telegraph stock," or is 10 or 20 times that sum, it would not be difficult to raise the capital requisite to duplicate every mile of telegraph wire now in operation, if it could be made to appear probable that the business would pay. The failure of competing telegraph companies to make profits during the last seven years is not a sentiment but a serious fact. Of this abundant evidence can be found am

A BEAUROCRATIC UTOIA.

From The Globe (Turonio, Jan 2, 1873).

Mr. Sendamore, the able administrator of the Postoffice and the Telegraphs in Great Britain, has been lecturing in Hull, and has sketched a possible future for
England which, enlarged on as it has been by more sanguine and less responsible persons, is enough to take
one's breath away. The most advanced political economists have taught us that the proper functions of a Government are to preserve order and secure for private enterprise the quiet and security in which it is so sure to
expand to all the needs and possibilities of a nation, and
that governmental action outside this sphere should be
regarded with suspicion and carefully watched. That
Government agency is wasteful, inefficient, and corrupt,
has been received as an axiom, and it must be confessed
that from time to time inquiry has brought events to
light which justified its ready acceptance. It is a matter
of history that the Government of every country on the face
of the earth has jobbed whatever enterprise it has
controlled. Even the very material of defense has been jobbed in England, and we have
imperfiled the safety of the Empire by appointing to responsible and weighty charges heaven-born
noodies. In America we have seen something of this,
and in England the clearest-headed statesmen have expressed a belief that it would be better to have our shi ps
built in private yards. If we remember rightly, a late
Cabinet Minister committed himself to the assertion that
if some great contractor like Mr. Brassey had been employed to fight the Russians, in the Crimea, the Redan
would have been taken much sooner than it was. The
demoralizing effects of men looking to Government for
carcers; its inconsistency with free, independent citizonship; the facility which an immense network of Govcriment situations would give a Ministry in controlling
votes; the sliding scale toward despotism which the a
system would supply—chose and Telegraphs shows that
millennial rhetoric.

votes; the eliding scale toward despotism which Cheh a system would supply—those and twenty other evils have been pointed to as the inevitable fruits of a policy which is now made bright with what may be characterized as millennial relatorie.

The great success, indeed, with which Mr. Scudamore has managed the Post-Offices and Telegraphs shows that inefficiency and corruption are not necessarily connected with Government agency. But we have not the smallest doubt that private enterprise could equal if not surposs it, in every respect except one—the security that it will not overcharge the public. The greed of private enterprise, if once it have a monopoly—and an efficient private Post-Office establishment should be a monopoly—make it necessary for the Government to take this into its own hands. The some thing might be thought to apply to telegraphs. As to efficiency, the old private letegraph companies in England were more efficient, more readily dealt with, than the Government. But the Government is cheaper. In regard to railways, there would, of course, be a considerable saving in the cost of management by bringing all the competing lines under one central nead. But here the boundary of Government interference should be drawn—if, indeed, even meddling with the railways would not be a dangerous step. Mr. Scudamore has no fear of taking over the railways and of extending the Post-Office saving banks and maurance office until all communication, banking, and insurance were entirely absorbed by the State, and "taxation were either abouished or limited to those Excise duties which appear for the present to be so indispensable to the morals of the people." Here, according to The Spectator, lies the future of English Finance. The State can manage, it the opinion of that powerful though somewhat thighty expan of opinion, certain departments better than individuals, and can manage them "so that taxation as ordinarily understood shall in time of peace become needless." Compulsory insurance will in the main reduce paperi

try not thereby cheed—be highly constant. It has been arise one tremendous check upon extravagance—the loating all races express toward stration which is nex."

The reader will not be surprised to learn that the next sentence commences with "Suppose, as we are dreaming."—and that it is calculated that State work—for in addition to railways, telegraphs, Post-Office, the State has now absorbed the coal mines—would earn £40,000,000 a year, and that, the liquor traffic supplying the remainder of the rovenue, the Englishman would grow to hate taxation so much that he would resist extravagance, and, while enjoying a financial paradise, would in the midst of a brighter world march on to all that was noble and beautiful with all the more eagerness because a great load had fallen from this shoulders. Christian setting out from the City of Destruction heavily laden, and the same pilgrim sincing merrily, his load gone, were not more different persons than would be the Englishman Soudamorized—if the coinage may pass—and the taxed, grambling John Bull so familiar to the readers of Punch. "But suppose we are dreaming." There, we fear, is the rub, and we must hear a great deal more than Mr. Seudamore has said to convince us that Government doing everything that can be done on a large scale would not dwarf and demoralize, corrupt and cripple, and mentally ensiave what, notwithstanding a hundred defects, is now a great, free, energetic, and noble people.

From The Telegraphic Journal (London, Nov. 15, 1872.)

The purchase of our telegraphic system by the State is in theory a matter of congratulation for the public, and we even look forward to the railways being bought up in the same manner. We say in theory, because in England the principle obtains that what belongs to the Government belongs to the people. But, unfortunately, in the case of the telegraph, it is too much in theory and too little in fact that we derive benefit from the change bought up in the same manner, we say in the capinal the principie obtains that what belongs to the Government belongs to the people. But, unfortunately, in the case of the telegraph, it is too much in theory and too little in fact that we derive benefit from the change which we expected would prove to be so advantageous. We can certainly send messages at a cheaper rate; and we are given to understand that the use of this means of communication has greatly extended under the new regime. So far so good; but we hear complaints around us, that the main advantage of telegraphic messages, namely, their speed of transmission, is, to a great extent, denied us. The electric force, indeed, appears to be as willing and as quick as ever; but for reasons best known in Telegraph-st., the length of time taken to transmit a given message is too often reckoned in hours instead of minutes. In the present state of things a case such as this is possible: A, in London, intends to call on B, who is about 50 miles away. Regardless of expense, A, "flashes" a message to B to notify his intention. He leaves by the next train, arrives at his destination, and finds, much to his own astonishment, that he takes B by surprise. An explanation ensues, during which the tardy message arrives, recording an intention that has become an act. Something of the sort has come within the writer's own experience.

Before the invention of the electric telegraph the natural and obvious difficulty for the transmission of messages at a speed as rapid as that for which the wire offers such facilities, would be to find the practical means. These practical means are provided by science. The difficulty is then surmointed? Not so; there is now another to be overcome, by no means a natural or an obvious difficulty; in fact, a very artificial difficulty; it fact, a very art

Few persons who have not given thought to this subject have any idea of the magnitude of the trade or the moneyed value of the animals sent here for sale, involving \$57,369,852, as their market value, laying the cattle to dress only 61 cwt., at 111c., vir. \$31,800,806; the cows at \$50 each, or \$254,250; the calves at \$10 per head, \$1,151,300; the sheep at \$5, or \$5,897,590; and the hogs to weigh 200 lbs. gross, at 42c., average, viz. \$18,265,506. Saying nothing about the labors of vast armies of farm-Saying nothing about the labors or vast armies of farm-ers in rearing this stock, but beginning with their pur-chase by the dealers, the forwarding in cars, the im-mense tariff received by the railroad compa-nies as freight, and the picture of a train of 57.626 cars required to bring them forward, if all loaded at once, the thousands of care-takers and handlers on the way and after arrival, the labor of selling, butchering, and finally disposing of the meat, hides, tal-low, lard, hoofs, horns, hair, blood, bones, &c., and we have an interest second to few in the agricultural line, and one which is each year becoming of more importance. But just here we will give the arrivals of live stock as they appear week by week, and compare them

with former years. WEEKLY RECEIPTS OF STOCK. Hogs.
10 (20 m) .475.275 5,889 115.130 1,179.518 1,952.727 .309,934 4,646 121,937 1,231,975 1,234,492 .309,029 5,009 116.457 1,403,618 809,925 .272,324 6,106 77,731 806,733 573,197 .220,025 7,144 30,436 518,730 323,918

79,149 59,887 54,443 la 1870....... 6,847 97 2,240 26,151 17,106 54,443
While cattle and hogs show quite an increase over the
previous year, sheep have been falling off for two years, farmers civing more attention to wool growing, and are increasing rather than diminishing their flocks. They run them down to a low point soon after the close of the war, and have not yet got back to where they want to be. Going back to 1860, we see that eattle have about doubled in numbers, sheep more than doubled, while we now have six times as many hogs. Not that our home consumption of the latter is six times what it was 12 years ago, but we have built up an enormous foreign

shipping trade for hog products during that time. Immense numbers of hogs are also packed at the West and there cleared for a foreign market. The same may be aid of boot. Kansas City having cetablished the remnts.

tion of being the largest beef-packing city on the Confi

Totals.242,440 127,377 54,589..422,336 395,479 327,514..1,232,427 684.561

One year ago the Weehawken yards at the terminus of the Erle road, ran ahead of the One-hundredth st. yards, receiving stock from the New-York Central and Hudson River roads. The sheep at Forty-eighth-st. and the sneep and hogs at Fortieth-st. were divided between the Hudson River and Erle roads. The inconvenience of having the market places so far apart is often fell, but on steep have yet been taken to bring them together in

Average pite in 1825 (war rates), 15c.

The prices given are cents per ib for the estimated weight of the four-quarters of beef, the hides and rough fat not being counted. For sheep it is so many cents per ib, gross weight, easily obtained by weighing. The same may be said of hogs, though by far the larger portion are first killed and then soid by the dressed weight. A great many cattle are sold at a certain shrinkage on their live weight, hence they are put upon the scales. Texans to make 55 to 56 ib to the cwt., ive weight; ordinary natives, 56 to 57 ib, and good to choice from 58 to 66 ib.

are first killed and then sold by the dressed weight. Age weight, hence they are put upon the scales. Texans many cattle are sold at a certain shrinkage on their live weight, hence they are put upon the scales. Texans the weight to make 55 to 56 ib. to the ewt, hew weight; ordinary matures, 56 to 57 ib., and good to choice from 58 to 64gb.

Trade the past year has not been altocether satisfactory. Prices have averaged lower than during former years, and there have been numerous failures mong city butchering business, get largely trusted for cattle, contributed by the string business, get largely trusted for cattle, contributed by the first purche in moth bullocks will sell at high prices, but when they butchering business, get largely trusted for cattle, contributed by the first feeding stock too long. A few mannoth bullocks will sell at high prices, but when they but the first feeding stock too long. A few mannoth bullocks will sell at high prices, but when they but the first feeding stock too long. A few mannoth bullocks will sell at high prices, but when they but the feed steers of 1428 ewt. Our markets do not wantout a selling, the state of the sell at high prices, but when they but the selling. A few mannoth bullocks will sell at high prices, but when they but the selling the state of the sell at high prices, but when they but the selling the state of the sell at high prices, but when they but the selling the state of the sell at high prices, but when they but the selling the state in the selling the state of the sell at high prices, but was a selling the state of the sell at high prices, but was a selling the state of the sell at high prices, but was a selling the state of the sell at high prices, but was a selling the sell at high prices, but was a selling the sell at high prices, but was a selling the s

The Bey of Tunis has been impelled by the spirit of progress so far as to make arrangements for the construction of railways in his dominion. The building of one of the proposed lines will facilitate the cultivation of vast territory now lying waste, and will be a step toward connecting the Algerian lines with those of Tunis.

Earle's Shipbuilding Company, of which Mr. Reed, the expend company of the British Navy is

the ex-naval constructor of the British Navy, is Chairman, recently declared an annual dividend of 124 per cent. The Company has now under construc-tion eight large Atlantic steamers, two iron-clads, and a number of river boats. Our country may wisely contend for equality, if not preeminense, in an prosperous a field of enterprise as this indicates.